



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@acma.ca.gov • WEB SITE: acma.ca.gov

PLANS AND PROGRAMS COMMITTEE

MEETING NOTICE

Monday, June 13, 2005
10:15 AM or immediately
following Administration
and Legislation Committee
Meeting, which ever is later
CMA Board Room
1333 Broadway, Suite 220
Oakland, California 94512
(see map on last page of
agenda)

Members:
Chair: Councilmember Larry Reid
Vice Chair: Supervisor Scott Haggerty
Councilmember Nora Davis
Mayor Roberta Cooper
Mayor Mark Green
Mayor Jennifer Hosterman
AC Transit Director Dolores Jaquez
BART Director Tom Blalock

Staff Liaison: Jean Hart
Secretary: Christina Muller

AGENDA #

“Copies of Individual Agenda Items are Available on the CMA’s Website”

1.0 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

2.0 CONSENT CALENDAR
Action

- 2.1 Minutes of May 9, 2005* (page 1)**
- 2.2 Deputy Directors’ Report* (page 5)**

3.0 FUNDING PROGRAMS AND PROJECT DELIVERY

- 3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation:
Programming Local Streets and Roads
Rehabilitation and Safety Funds* (page 11)**

Discussion/Action

MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. The CMA TIP programming process for local streets and roads and safety projects that was initiated in February was delayed in order to match the schedule of the federal STP Cycle 1 Augmentation funds. It is recommended that the Board approve the Program of the CMA TIP and STP Cycle Augmentation Funds.

3.2 2006 STIP: Schedule and Process* (page 17)

Discussion/Action

It is recommended that the Board approve the attached process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP).

3.3 CMA Exchange Program: Quarterly Status Report* (page 23)

Discussion/Action

It is recommended that the Board approve the attached Quarterly Status Report for local projects programmed in the CMA Exchange Program.

3.4 Transportation Fund for Clean Air (TFCA): Submittal of Grant Application for the Regional Program (page 25)

Discussion/Action

It is recommended that the CMA Board approve Resolution 05-14 authorizing the Executive Director to submit applications for three projects related to the SMART Corridors program to the Bay Area Air Quality Management District in the Transportation Fund for Clean Air (TFCA) Regional program. The applications are due on June 30, 2005 and require a Resolution of Support from the Lead Agency.

4.0 CONGESTION MANAGEMENT PROGRAM/COUNTYWIDE TRANSPORTATION PLAN/REGIONAL TRANSPORTATION PLAN

4.1 2005 CMP Update: Chapters 8 thru 10* (page 29)

Discussion/Action

The Committee is requested to review and recommend approval on the attached modifications to the 2003 Congestion Management Program affecting Chapters 8, 9 and 10. Draft Chapter 7 Capital Improvement Program will be presented to the Committee in July. A complete draft 2005 CMP document, including the chapter on Capital Improvement Program will be scheduled for Board action in July 2005.

4.2 Lifeline Transportation Program: Coordination with ACTIA * (page 37)

Discussion/Action

It is recommended that the Board authorize the CMA to submit notification to MTC that the CMA and ACTIA will jointly administer the Lifeline Transportation Program and that the CMA has an interest and is willing to administer the program consistent with MTC's Guiding Principles for County Lifeline Programs guidelines. A copy of MTC's Guiding Principles is attached. MTC has designated the CMAs and/or other countywide entities as administering agencies for the initial three years of the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas which have developed a Community Based or similar Transportation Plan. MTC will allocate \$4.1 million to Alameda County over three years. ACTIA administers special transportation for senior and people with disabilities, many of whom are low income. CMA and ACTIA staff have initiated discussions to coordinate the administration of the Lifeline program, with CMA administering capital funds and ACTIA administering operating funds. Staff will continue to develop a more detailed work program during the summer 2005.

4.3 Dynamic Ridesharing Pilot Project – Budget and Contract Amendment* (page 45)

Discussion/Action

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies, installation of a kiosk at the Dublin/Pleasanton BART station and transitioning the call center operations from RIDES to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. Funds are available from the federal grant; however a local match is required. It is recommended that the Board approve programming of \$33,600 in federal funds and \$8,400 in CMA TIP funds to implement the program for six months.

5.0 ADJOURNMENT/NEXT MEETING: MONDAY, JULY 11, 2005

- (#) All items on the agenda are subject to action and/or change by PPC.
- * Attachments enclosed
- ** Materials will be available at the meeting.

*PLEASE DO NOT WAER SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITES MAY ATTEND*

**PLANS AND PROGRAMS COMMITTEE
MINUTES OF MAY 9, 2005
OAKLAND, CA**

Chair Reid convened the meeting of the Plans and Programs Committee at 10:26 a.m.
The roster of attendance is attached.

1.0 PUBLIC COMMENT

There were no public comments.

2.0 CONSENT CALENDAR

2.1 Minutes of April 11, 2005

2.2 Deputy Directors' Report

A motion was made by Davis to approve the Consent Calendar; a second was made by Jaquez. The motion passed unanimously.

3.0 FUNDING PROGRAMS AND PROJECT DELIVERY

3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation: Programming Local Streets and Roads Rehab & Safety Funds

Todd reviewed the draft program and advised the Committee that MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region and of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. The CMA TIP programming process for local streets and roads and safety projects that was initiated in February was delayed to match with the schedule of the federal STP Cycle 1 Augmentation funds. After a brief discussion a motion was made by Davis to approve the Draft Program of the CMA TIP and STP Cycle 1 Augmentation Funds; a second was made by Jaquez. The motion passed unanimously.

3.2 STIP Program: Quarterly at Risk Report

Todd reviewed the Quarterly At Risk report for local projects programmed in the State Transportation Improvement Program. A motion was made by Green to approve the Quarterly At Risk Report; a second was made by Blalock. The motion passed unanimously.

4.0 CONGESTION MANAGEMENT PROGRAM/COUNTYWIDE TRANSPORTATION PLAN/REGIONAL TRANSPORTATION PLAN

4.1 2005 CMP Update: Chapters 2 and 3

Suthanthira requested that the Committee review and recommend approval of modifications to Chapters 2 and 3 of the 2003 Congestion Management Program as follows:

- 1) Chapter 2 – Designated Roadway System:
 - a) First Street in Livermore, part of the old State Route 84 alignment, between Inman Street and I-580 ramps be retained as part of the CMP roadway network;
 - b) The roadway classification for Park Street/23rd in Alameda between Encinal Avenue and Santa Clara Avenue be changed from its current Arterial Class II to Arterial Class III;
 - c) State Route 61 (Doolittle Drive) in Alameda between Harbor Bay Pkwy and High Street, currently classified as Arterial Class I, be segmented into two at Island Drive, and the classification for the segment between Island Drive and High Street with a lower posted speed limit be determined based on the 85th percentile speed data from the City;
 - d) Attached modifications to the chapter incorporating all of the recommended changes; and
- 2) Chapter 3 – Level of Service Standards:
 - a) Incorporating ACTAC recommendation on the CMP roadway segments that no changes be made to the criteria for roadway segmentation or the roadway segments;
 - b) Incorporating the recommendation that the CMP roadways be monitored during both morning and evening peak periods starting 2006 LOS Monitoring period and that the a.m. peak monitoring will be for information only;
 - c) Adding the LOS F range developed for 2004 LOS Monitoring Study under LOS Standards section; and
 - d) Updating the table on “LOS Trends on the CMP-designated system (P.M. Peak Period)’ with the results of 2004 LOS Monitoring.

Suthanthira noted that a final draft will be presented to the Committee in June and the final CMP is due to MTC by July. Green asked staff to find out the methodology for the relative speed being different between LOS F and LOS A for arterials compared to freeways in Highway Capacity Manual.. A motion was made by Davis to forward staff recommendations to the Board for approval; a second was made by Blalock. The motion passed unanimously.

4.2 Guaranteed Ride Home: Annual Evaluation Report

Stark advised the Committee that a full copy of the Draft 2005 Annual Evaluation Report is posted on the CMA website for the Guaranteed Ride Home Program. She then reviewed the recommendations for next year's program.

- 1) continue operating the program as is, including marketing, employee and employer surveys and monitoring the taxi and car rental programs;
- 2) consider purchasing a database listing eligible employers that are not yet enrolled and contacting them provided this is within the program budget;
- 3) consider creating a new poster and marketing materials to promote the program, provided this is within the program budget; and
- 4) monitor car rental usage for non-emergency trips and make recommendations to increase its usage to reduce taxi costs.

A motion was made by Cooper to forward the Draft 2005 Annual Evaluation and the recommendations for the next year's program to the Board for action; a second was made by Haggerty. The motion passed unanimously.

4.3 Transportation and Land Use: Workshop Results & Next Steps

Stark advised the Committee that the TOD workshop was held March 28, 2005 in Oakland to address ways to overcome obstacles to implementing Transit Oriented Development (TOD) projects in Alameda County. She noted that 55 people who attended represented cities, transit agencies, private and non-profit developers, elected officials, resource agencies and the public and eight speakers gave presentations, followed by breakout discussions to identify a range of solutions to obstacles at TOD sites. Stark noted that all the information from the workshop is posted on the CMA website. Afterwards, Davis, Reid and Lockhart took a few minutes to express their interest in Transit Oriented Development and thanked CMA staff for assembling such an informative workshop.

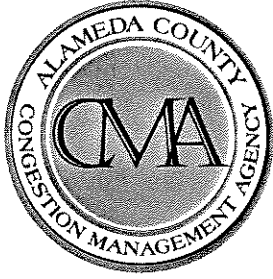
5.0 ADJOURNMENT/NEXT MEETING:

NEXT MEETING: – June 13, 2005 at the CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By



Christina Muller, Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

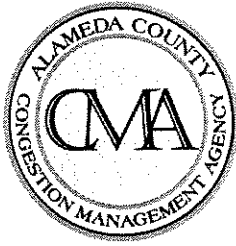
1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

PLANS AND PROGRAMS COMMITTEE

MAY 9, 2005

ROSTER OF MEETING ATTENDANCE
CMA OFFICE, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
Christina Muller	staff	510 836 2560	cmuller@accma.ca.gov
2. Zach Wasserman	WRB	834 6600	zwasserman@wrb.com
3. Salinas Jany	AE		
4. Dora Davis	Emeryville		
5. Jennifer Hartmann	Piedmont		
6. Mark Geller	Emeryville		
7. Mark Geller	Oakland	938-7007	
8. Scott Haggerty	ALAMEDA COUNTY	510-272-6691	Scott.Haggerty@ACGOV.ORG
9. Tom Blalock	BART	510-490-7565	
10. Roberta Cooper	Hayward	583-4340	
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*June 13, 2005
Agenda Item 2.2*

MEMORANDUM

Date: June 6, 2005
To: Plans and Programs Committee
From: Jean Hart, Deputy Director
Frank Furger, Deputy Director
Subject: Deputy Directors' Report

MTC's Lifeline Transportation Program - The Guiding Principles for the Lifeline Transportation Program were approved by MTC's Commission on April 27th. This program is directed towards low-income people including children, seniors and the disabled. It is expected that projects will come from the Community Based Transportation Plan. CMA staff has had initial discussions with ACTIA on the possibility of combining a Call for Projects for ACTIA's Program for Seniors and Disabled and Lifeline Transportation. Staff will bring recommendations to the Administration and Legislation Committee and CMA Board in June.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 corridor to determine what transportation strategies make the most sense and when they should be implemented. Caltrans made a presentation on the scope of work and the status of the study to the I-880 Steering Committee in December 2004. Currently, data input and simulation model development are in progress. Upon completion of initial model development, Caltrans will be able to provide a status report on the study - probably in about two months.

North I-880 Operations and Safety Project – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 Initial Project Reports and allocation was approved by MTC. An RFP for project development work for the project was released in January, 2005 and nine proposals were received. The Korve/RBF Team was selected to perform the project development work for the project. A notice to proceed with the work was issued in early May.

San Pablo Avenue Corridor –A Letter of Agreement has been signed by AC Transit and ACTIA, and a Notice to Proceed has been issued to Carter Burgess to begin engineering review of proposed additional San Pablo Rapid Stop amenities. Site meetings between AC Transit, Carter

Burgess, CMA and local jurisdictions will begin shortly. Caltrans reported that work on sidewalk replacement and repair, installation of ramps and driveway improvements is underway on the west side of San Pablo. The work will continue on the east side in early summer. The contractors have begun the pavement work in the southern portion of the corridor. The San Pablo Policy Advisory Committee is scheduled to meet on June 16, 2005.

SMART Corridors Program – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. A minor contract was issued to the contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. Staff is exploring strategies to supplement Operation and Maintenance (O&M) funds to sustain the existing system as well as future SMART corridors such as the INTEL project. The public WEB site address for the SMART Corridors is: <http://www.smartcorridors.com> . Emitters have been supplied to the first responders for safe and fast deployment to incidents on freeways and surface streets. Additionally, on-board data terminals have been provided to the fire departments for real-time viewing of traffic congestion, video and incidents prior and as dispatched to incidents.

Rapid Bus Corridor on International/Broadway/Telegraph: CMA staff is coordinating the work with AC Transit, on the implementation of this new Rapid Bus corridor. This corridor starts at the Bay Fair BART station, in the city of San Leandro and includes portions of E 14th/International Boulevard, Broadway, Telegraph in the cities of Oakland, and Berkeley. The length of this corridor is about 18 miles, and carries about 30,000 transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement measure B funds provided to AC Transit by ACTIA. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. It is expected that CMA would administer multiple procurement and construction contracts that may run concurrently to meet the schedule. The CMA Board has authorized staff for multiple calls for bids for equipment and construction. The design for E 14th/International and Telegraph are complete and is being reviewed by the participating agencies for approval. The Bids for the traffic signal controllers and cabinets were received on May 12th. McCain Traffic supplies, inc. was the lowest, responsive bidder. The Bids for construction on Broadway were rejected as only one bid was received that was much greater than the engineer's estimate of probable costs. Based on a request from AC Transit, CMA has also requested bids for 34th Avenue. The bids are due on June 3, 2005. This work is needed for a preliminary start of service by July 2005.

Grand/MacArthur Corridor Transit Enhancements: CMA and AC Transit are the joint sponsors of the Regional Express Bus program that is funded by Regional Measure 2. A component of this project is the transit enhancements along Grand/MacArthur Corridor starting at 106th Avenue and ending at Maritime for the Bay Bridge access. This project includes a transit operations analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM 2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the

installation of Transit Signal Priority components in the Corridor. The total budget for this phase of the Grand/MacArthur Corridor enhancement is \$1,248,000. A Request for Proposals was released in April 2005 for consultant services to conduct a transit operations and traffic engineering analysis for this corridor. A total of four proposals were received on May 19, 2005. Interviews are scheduled for June 6, 2005. The construction is expected to start in 2006. However, equipment such as traffic signal controller assembly and cabinets will be procured by the end of calendar year 2005.

Route 84 HOV – Dumbarton Corridor - In October MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 HOV Lane Project – Soundwall Construction – The contract is at about 69% of the allotted time and the project is approximately 72% complete. The project completion will be delayed to August 2005 due to a combination of weather delays and the addition of a new wall to the project scope. The project is one of the components of the overall I-680 Corridor Improvements. Work along the overall corridor includes excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls, and installing masonry block. A detailed project status by wall group is available on the ACCMA web page as well as job site photos.

I-680 SMART Carpool Lane Project – Work has continued on the Project Study Report including civil engineering, additional travel demand modeling and economic forecasting for dynamic pricing. The Cooperative Agreement for Project Approval and Environmental Document has been signed by the CMA and Caltrans. The E-76 was authorized on May 10th. The CMA can now begin expending the federal grant awarded last November. The Management Committee met on May 9 to identify risks that could impede the successful completion and implementation of the project. A Risk Management Plan will be presented to the Policy Advisory Committee. Presentations on the project were made to the South Bay Public Works Officials organization and the San Francisco Planning and Research organization.

Dumbarton Corridor – Phase 1 of the EIR/EIS process, focusing on alternatives analysis is expected to be complete November-December 2005. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006. The parties are developing funding agreements for the first phase among ACTIA, VTA and San Mateo and principles for governance and operation, which will include a CMA representative on the management and operating committee. MTC staff met with the planning directors in the corridor to discuss MTC's land use requirements for transit projects identified in Resolution 3434.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which include modifications to the original

project such as structural engineering options that provide cost saving options along the alignment, will begin this summer. The EIS and Supplemental EIR are expected to be complete in early 2007.

I-580 HOV Lane Project –The administrative draft environmental document is scheduled to be completed mid-summer. Technical studies including the traffic operations analysis and soils work will be submitted to Caltrans in early June. Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Tassajara Road in Pleasanton and Greenville Road in Livermore. The expenditure plan for Regional Measure 2 (RM2) included \$65 million in funding for this project; ACTIA's Measure B reauthorization included \$10 million in funding for auxiliary lane construction between Tassajara Road and Airway Boulevard. An RM2 Initial Project Report and allocation for \$6 million was approved by MTC in late 2004. A request for proposals for preliminary engineering and design services was released in January, and a consultant team was selected in March; preliminary design work for Phase 1 is ongoing. The CMA is partnering with Caltrans in the preliminary engineering of the Phase 1 project, with Caltrans completing work for required design exceptions and providing design oversight, and a CMA design consultant completing preliminary engineering. For the ultimate project, Caltrans will perform preliminary engineering activities with CMA oversight. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant team as necessary to maintain an expedited delivery schedule. A request for proposals to provide supplemental staff support to Caltrans will be issued later this year. The PSR will evaluate options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will be used in evaluating the ultimate improvements required for the I-580 corridor. This project is a portion of the RM2 Initial Project Report and allocation for \$6 million that was approved by MTC in late 2004 for the I-580 Corridor.

Ardenwood Park & Ride Lot Project – This project acquires a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. This expansion is expected to provide over 100 new parking stalls for commuters. This is a Regional Measure 2 (RM2) project, and an Initial Project Report and allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. Staff is pursuing a Categorical Exemption as the environmental document for this project, and expects to complete the CE by mid-2005. Right of way acquisition will begin shortly after the environmental document is approved.

Tri-Valley Triangle Analysis – The Policy Advisory Committee is scheduled to meet on June 3 to revisit the network for the future base case, approve the operations model and the study purpose and need.

Berkeley/Oakland/San Leandro BRT – The alternatives to be analyzed in the EIS/EIR have been identified. Technical studies on traffic and ridership estimates have begun.

FAIR Lanes – The economic and travel forecasting work are complete. The consultants are preparing the final report including findings and recommendations. The results will be presented to the CMA Board in July.

Transportation and Land Use Program – Following the CMA Board recommendation in May 2005, staff will prepare a scope and budget and potential fund sources for a Transit Oriented Development (TOD) consultant pool and a TOD project fund monitor.

Community Based Transportation Plan: West Oakland – MTC approved funding and submitted a funding agreement for the Community Based Transportation Plan in West Oakland. Three consultants submitted Statement of Qualifications and will be interviewed in June. Consultants will be selected and the project will be initiated for the West Oakland Plan in July 2005.

Guaranteed Ride Home Program – The Annual Program Evaluation was approved by the Board and is posted on the CMA website. The program was initiated in April 1998. One hundred and twenty six employers and 3,352 employees are registered in the program, and 954 rides have been taken, including 39 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.62 and the average trip length is 39.01 miles. The average trip distance for a rental car ride is 87.35 miles and the cost per rental car use is \$55.00. Using the rental car saves \$77.00 for each average 65-mile trip.

Dynamic Ridesharing – A kiosk has been installed at the Dublin/Pleasanton BART station, initial marketing was undertaken and comprehensive testing of the software is complete. Once the remaining logistics of taxi service (guaranteed ride home), overflow parking and the Call Center transition from RIDES to PB are resolved, the program will begin a “soft launch” to a select group in summer 2005. Over 70 people have requested to register in the program, about 40 of whom qualify as living within the geographic area covered in the program.

Transportation Fund for Clean Air – Vehicle Incentive Program – The Vehicle Incentive Program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District's (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (bi-fuel vehicles are not eligible.)
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resources Board.

Applications will be accepted beginning September 27, 2004. Incentives will be awarded on a first-come, first-served basis until the available funds are exhausted. Additional information on this grant is available at www.baaqmd.gov.

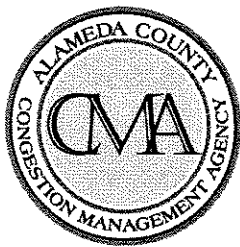
Countywide Travel Demand Model Update –The Model Task Force met on May 4, 2005 and discussed the data request and approach on network and Traffic Analysis Zones development. Data request memos along with the future review schedule were sent to the local jurisdictions and transit agencies on May 18, 2005. Already developed data is due to the CMA by mid-June, first batch by June 1st and the remaining by June 15th. The consultant team has begun the process of building the new ACCMA County model networks from the most recent 1454 MTC Master network. Work will continue on the networks over the next three months. Draft networks will be sent to the local jurisdictions for review by June 15 for the existing networks and July 15 for the future networks. Comments are due within one month. TAZ development will commence once the draft networks are completed. For land use, ABAG has indicated that Projections 05 will be available at the end of June.

Transportation Fund for Clean Air (TFCA) Regional Program – The Bay Area Air Quality Management District (BAAQMD) has released a call for projects for the Regional TFCA program. Applications are due to BAAQMD by June 30, 2005. Additional information on the program is available at:

http://www.baaqmd.gov/pln/grants_and_incentives/tfca/regional_fund.asp.

Safe Routes to School – Cycle 6 – Caltrans has released a call for projects for the Safe Routes to School (SR2S) program. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging additional students to walk and bike increases. Applications are requested by Caltrans by June 30, 2005. Additional information on the program is available at:

<http://svhqsg4.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*June 13, 2005
Agenda Item 3.1*

DATE: June 6, 2005
TO: Plans and Programs Committee
FROM: Matt Todd, Senior Transportation Engineer
RE: CMA TIP Programming/Cycle 1 STP Augmentation Programming
Local Streets and Roads Rehabilitation & Safety Funds

Action Requested

It is recommended that the Board approve the program of projects for the CMA TIP Programming and STP Cycle 1 Augmentation for Local Streets and Roads projects. ACTAC is scheduled to consider this item at its June 7th meeting.

Next Steps

The final program of projects is scheduled to be considered by the CMA Board in June. Any required resolutions/counsel opinions will be due to the CMA by June 30.

Discussion

MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. At the March meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding made available. A call for projects was released and project applications were requested by April 22nd. Jurisdictions also were allowed to revise applications previously submitted for CMA TIP funding (for local streets and roads and safety projects)

The schedule to program the funds is detailed below.

April 6, 2005	Release Call for Projects
April 22, 2005	Project Applications Due to CMA
May, 2005	Draft Program
June 2005	Final Program
June 30, 2005	Resolutions/Opinions Due to CMA

Eligible Project Types

The CMA TIP funds are proposed to fund local streets and roads rehabilitation and safety projects with an emphasis to incorporate bicycle and pedestrian improvements (e.g. re-striping for bike lanes) into proposed rehabilitation projects when feasible. The funds were distributed by planning area. Due to the limited funds available, the CMA TIP exchange funds were directed only to roadway rehabilitation and safety and did not include transit projects.

The \$22.5 million in STP backfill is intended to fund Local Streets and Roads rehabilitation. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC resolution 3606. The overall programming guidelines used in the last programming cycle of federal funds are intended to be applied to this programming cycle with the exception that any federally eligible street/road on the Federal Functional Classification System will be eligible for funding. These are federal funds and will require a resolution and opinion of legal counsel from sponsoring agencies and the projects will need to be entered into the TIP. These federal funds will be available in FY 05/06.

A detail of the Cycle 2 STP Local Streets and Roads programming, approved last fall by the CMA Board, is also included in the attached material for your information.

STP/CMA TIP Exchange

As part of the Cycle 2 STP Local Streets and Roads programming, the CMA was able to facilitate exchanges that allowed us to program CMA TIP funds to some agencies in place of federal STP funds. The proposed program includes an exchange that will allow agencies to program additional CMA TIP funds in place of STP Cycle 1 Augmentation funds. The CMA TIP programming capacity will be “created” by other agencies taking additional STP funds from the Cycle 1 STP Augmentation Program. Agencies that take on the additional STP funds will receive an additional 10% exchange rate.

Resolution/Opinion of Counsel

A resolution/counsel opinion is required to be submitted to the CMA by June 30.

ACTAC is scheduled to consider this item at their June 7th meeting.

Attachments

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP Cycle 2 (\$5.7 M)	CMATIP	CMATIP Prog (\$3,402 M)	Bike/Ped Elements (Y/N)	STP Cycle 1 Augmentation (\$3 M)			
				STP ²	CMATIP	CMATIP		STP ² Requested	CMA TIP \$ Requested		
PLANNING AREA 1											
1	Alameda	Remove Rail & Resurface Clement Ave (along 15 foot wide center rail corridor)			\$ 256,000					\$ 512,000	Pavement rehab including remove rail & resurface.
2	Alameda	Lincoln Middle School Safety Project				\$ 163,000	Y			\$ 284,000	Install signal and provide new access to school drop-off for traffic calming and pedestrian safety.
3	Alameda	Fernside Blvd Resurfacing					Y		\$ 135,000	\$ 245,000	Pave resurfacing including in-pavement x-walk lights or traffic signal; reconfig. striping; sidewalk widening.
4	Albany	Ohlone Greenway Intersection Alignments (Masonic at Portland & Washington)				\$ 37,000	Y			\$ 155,000	Re-align existing Bike/Ped paths at 2 intersections along major bike commute route for safety.
5	Albany	Pierce St Rehab			\$ 57,000		Y		\$ 30,000	\$ 87,000	Safety Imps include restriping stop bars and crosswalk work. Class 1 bike lanes planned for street in future.
6	Berkeley	Gilman St ¹ (San Pablo to Hopkins)		\$ 705,000						\$ 797,000	Pavement rehab project
7	Berkeley	Spruce St. Safety Project Between Rose and Cedar Streets				\$ 100,000	Y			\$ 100,000	Traffic circles and neck downs to be installed to promote traffic calming and pedestrian safety.
8	Berkeley	Piedmont Circle Pedestrian Safety Project				\$ 128,000	Y			\$ 450,000	Ped Imps including relocation of x-walks, extending curbs, and creating mid x-ing refuge areas.
9	Berkeley	Piedmont Ave Reconstruction (Gayley Rd. to Dwight Way)						\$ 209,000		\$ 915,000	Pavement rehab project
10	Emeryville	Park Ave Overlay District Street and Landscape Improvements			\$ 26,000	\$ 17,000	Y		\$ 14,000	\$ 750,000	Reconfig. street parking; limit truck traffic; sidewalk widening to 18-20' for bike/ped safety.
11	Oakland	Rehab on Various Sts		\$ 1,573,000						\$ 1,792,000	Pavement rehab project
12	Oakland	City of Oakland-Annual St. Resurfacing (Streets to be determined)				\$ 349,000	Y			\$ 962,000	Pavement Rehab, ADA Curb Ramp install where missing, and sidewalk repair.
13	Oakland	Measure B Match for Fed STP LSR Project				\$ 278,000	Y			\$ 1,839,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
14	Oakland	Traffic Signal at the Intersection of 73rd Ave at Garfield Ave.				\$ 275,000	Y			\$ 275,000	Traffic signal install for pedestrian safety and traffic calming.
15	Oakland	City of Oakland Street Resurfacing Program						\$ 825,000		\$ 1,500,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
16	Piedmont	New Traffic Signal at Lower Grand Ave at Arroyo Ave & Rose Ave			\$ 38,000	\$ 24,000	Y		\$ 20,000	\$ 275,000	Ped x-ing safety Imps.: Install traffic signal, "prepare to stop" flasher, re-striping & ramps. Funding includes CMA TIP Cycle 2 \$38,000 from Linda Ave project moved to this project.
17	ACCMA	SMART Corridor Maintenance				\$ 50,000	N/A				Operations and Management of existing SMART Corridor
PA 1 Totals:			\$ 5,055,000	\$ 2,278,000	\$ 377,000	\$ 1,421,000		\$ 1,034,000	\$ 199,000	\$ 10,938,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

				Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program			
				STP Cycle 2 (\$6.7 M)		CMATIP Prog (\$3,402 M)		STP Cycle 1 Augmentation (\$3 M)			
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP ¹	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ² Requested	CMA TIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 2											
18	Alameda County	East Ave. (E St to Windfeldt)		\$ 532,000						\$ 602,000	Pavement rehab project
19	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road Pave Rehab and Bike Improvements					Y	\$ 616,000		\$ 686,000	Pave rehab and drainage imps. and imps./rehab of class III bike route. Includes PA2 and PA4 components.
20	Hayward	Hesperian Blvd - Pavement Rehab (Industrial to West Tennyson)		\$ 553,000						\$ 625,000	Pavement rehab project
21	Hayward	Industrial Blvd Pavement Rehab (Art Ave. to W. Tennyson Rd.)				\$ 280,000	Y			\$ 318,000	Rehab of pavement and existing class III bike route.
22	Hayward	West A Street Rehab I-880 to Hathaway Ave.				\$ 16,000	Y	\$ 122,000		\$ 138,000	Rehab of pavement and existing bike lane.
23	Hayward	Hesperian Boulevard Rehab (W. Tennyson to Sleepy Hollow)				\$ 22,000	N	\$ 168,000		\$ 190,000	Pave rehab continuation of current STP Project. No bike imps, but parallel bike route on Calaroga
24	San Leandro	Washington Ave Rehabilitation		\$ 312,000				\$ 163,000		\$ 445,000	Pavement rehab ALA050026 pave rehab project augmented to include install of Class II bike lane
25	San Leandro	Floresta Blvd Street Rehabilitation (Washington Ave to Monterey Blvd)				\$ 12,000	Y	\$ 185,000		\$ 372,000	AC pavement rehab and restriping of new bike lanes.
28	ACCMA	SMART Corridor Maintenance				\$ 25,000	N/A				Operations and Management of existing SMART Corridor
PA 2 Totals:			\$ 2,946,000	\$ 1,397,000	\$ -	\$ 355,000		\$ 1,254,000	\$ -	\$ 3,376,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

				Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program			
				STP Cycle 2 (\$6.7 M)		CMATIP Prog (\$3,402 M)		STP Cycle 1 Augmentation (\$3 M)			
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP ²	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ² Requested	CMATIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 3											
29	Fremont	Rehab on Various Streets ¹ (portions of Mowry, Durham, & Stevenson)		\$ 1,753,000						\$ 1,981,000	Pavement rehab project
30	Fremont	Street Overlay: portions of Bayview Dr. Walnut Ave, and Farwell Dr.				\$ 467,000	Y			\$ 475,000	Street overlay and upgrade of bike route to bike lanes on 3 streets and install of ADA ramps.
31	Fremont	Street Overlay: portions of Durham Rd. Fremont Blvd, and Stevenson Boulevard.						\$ 419,000		\$ 473,000	Street overlay and upgrade of bike route to bike lanes and install of ADA ramps.
32	Newark	Stevenson Blvd. Overlay (I-880 to Cherry St.)			\$ 151,000					\$ 200,000	Pavement rehab project
33	Newark	Pavement Overlay: Jarvis Ave (Newark Blvd- UPR tracks w. of Lido Blvd.)				\$ 99,000	Y			\$ 132,000	Pave Overlay; existing bike lanes re-striped as needed; x-walks & sidewalks upgraded as needed.
34	Newark	Haley Ave. (UPR tracks to Cedar)					Y		\$ 79,000	\$ 103,000	Pave Overlay; existing bike lanes & x-walks re-striped as needed.
35	Union City	Whipple Rd Rehabilitation (UC Blvd to Dyer St.)			\$ 241,000					\$ 272,000	Pavement rehab project
36	Union City	Pavement Rehab of B,C,D,E,7th, & 8th Sts.				\$ 151,000	Y			\$ 159,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.
37	Union City	Union City Boulevard (UCB) Pavement Rehab (Homer St. to Jean Dr.)					Y		\$ 127,000	\$ 127,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.
38	ACCMA	SMART Corridor Maintenance				\$ 17,000	N/A				Operations and Management of existing SMART Corridor
PA 3 Totals:			\$ 2,616,000	\$ 1,753,000	\$ 392,000	\$ 734,000		\$ 419,000	\$ 206,000	\$ 3,922,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP ²	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ² Requested	CMATIP \$ Requested		

PLANNING AREA 4

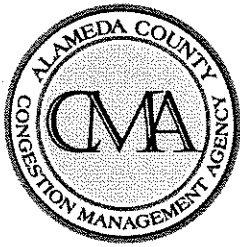
39	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road Pave Rehab and Bike Improvements						See Ala. Co.'s PA2 project			Ala. Co. project is listed under PA2 and includes PA2 and PA4 components.
40	Dublin	Amador Valley Blvd Rehab and Safety			\$ 133,000	\$ 87,000	Y		\$ 69,000	\$ 388,000	Pavement rehab and restripe of vehicle lanes and existing class II bike lanes.
41	Livermore	S. Vasco Road Pavement Rehabilitation (Patterson Pass Road to Dahpne Drive)		\$ 300,000						\$ 339,000	Pavement rehab project
42	Livermore	Street Resurfacing 2007 (Streets to be determined)				\$ 178,000	Y			\$ 223,200	Annual imps including: Pavement rehab, restripe/ resurface bike lanes, install ADA curbs.
43	Livermore	East Ave Pave Rehab (Hillcrest to east of Loyola Ave)						\$ 158,000		\$ 182,000	Pave rehab continuation of current S. Vasco Rd Rehab STP Project.
44	Pleasanton	Bernal Ave (First St to Windmill Way)			\$ 232,000					\$ 232,000	Pavement rehab project
45	Pleasanton	W. Las Positas Blvd Resurface (Hopyard Rd to Hacienda Drive)				\$ 153,000	Y	\$ 135,000		\$ 481,000	SAMI Overlay; new traffic detectors; bike lanes restriped; curb, gutter & sidewalk repair where needed.
PA 4 Totals:			\$ 1,356,000	\$ 300,000	\$ 365,000	\$ 418,000		\$ 293,000	\$ 69,000	\$ 1,843,200	

Programming Totals:			\$ 11,972,000	\$ 5,728,000	\$ 1,134,000	\$ 2,928,000		\$ 3,000,000	\$ 474,000	\$ 20,079,200
---------------------	--	--	---------------	--------------	--------------	--------------	--	--------------	------------	---------------

Notes:

¹ Amount includes exchange funds

² Federally funded (STP) projects are required to meet requirements addressing the needs of non-motorized travel and/or travelers, and be consistent with Caltrans Deputy Directive 64.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

June 13, 2005
Agenda Item 3.2

Memorandum

DATE: June 6, 2005

TO: Plans and Programs Committee

FROM: Frank R. Furger, Deputy Director

SUBJECT: State Transportation Improvement Program:
Strategy of the Development of the 2006 STIP

Action Requested

It is recommended that the Board approve the process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP). The schedule for the development of the 2006 STIP is shown on Attachment A. The ACTAC is scheduled to consider this item at its June 7th meeting.

Next Steps

A request for information (RFI) on the existing projects programmed in the STIP is scheduled to be released on June 3rd with the information due to the CMA July 1st. The RFI will be sent to project sponsors detailed in Attachment C. A call for projects for new STIP projects is anticipated to occur in July, after the release of the fund estimate by the CTC.

Discussion

The current STIP, adopted by the CTC in July 2004, is a five year programming document with projects programmed in FY 04/05 through FY 08/09. The 2006 STIP will add two additional program years, for a five year program FY 06/07 through 10/11. (Attachment B)

At their May meeting, the CTC adopted the 2006 STIP Fund Estimate assumptions. Due to the uncertainty surrounding the revenue assumptions, the CTC plans to proceed with a two-tiered Fund Estimate (FE). Tier 1 would be a conservative estimate providing a certain level of confidence in programming capacity (assumes no Prop 42 transfers, no loan repayments, and no tribal gaming revenues). Revenues in Tier 1 would be derived from state excise fuel tax, weight fees, and federal revenues. Tier 2 would be more optimistic, including Transportation Investment Fund (TIF) transfers, Transportation Congestion Relief Fund (TCRF) loan repayments, and Transportation Deferred Investment Fund (TDIF) repayments. The proposed assumptions included:

- State Fuel excise tax revenues expected to grow 2.3% annually over 5 year FE period.
- State Weight Fee revenues expected to grow 2.5% annually over 5 year FE period.

- Federal Obligation Authority level is based on TEALU resulting in \$15.1 Billion in California's Obligation Authority (OA) for the FE period (subject to change as more info becomes available.)

CMA staff is assuming the Alameda County bid target under the Tier 1 fund estimate to be \$0 and the Alameda County fund estimate under the Tier 2 assumptions to be about \$60 million. Tier 1 assumptions would require delays to projects now in the STIP.

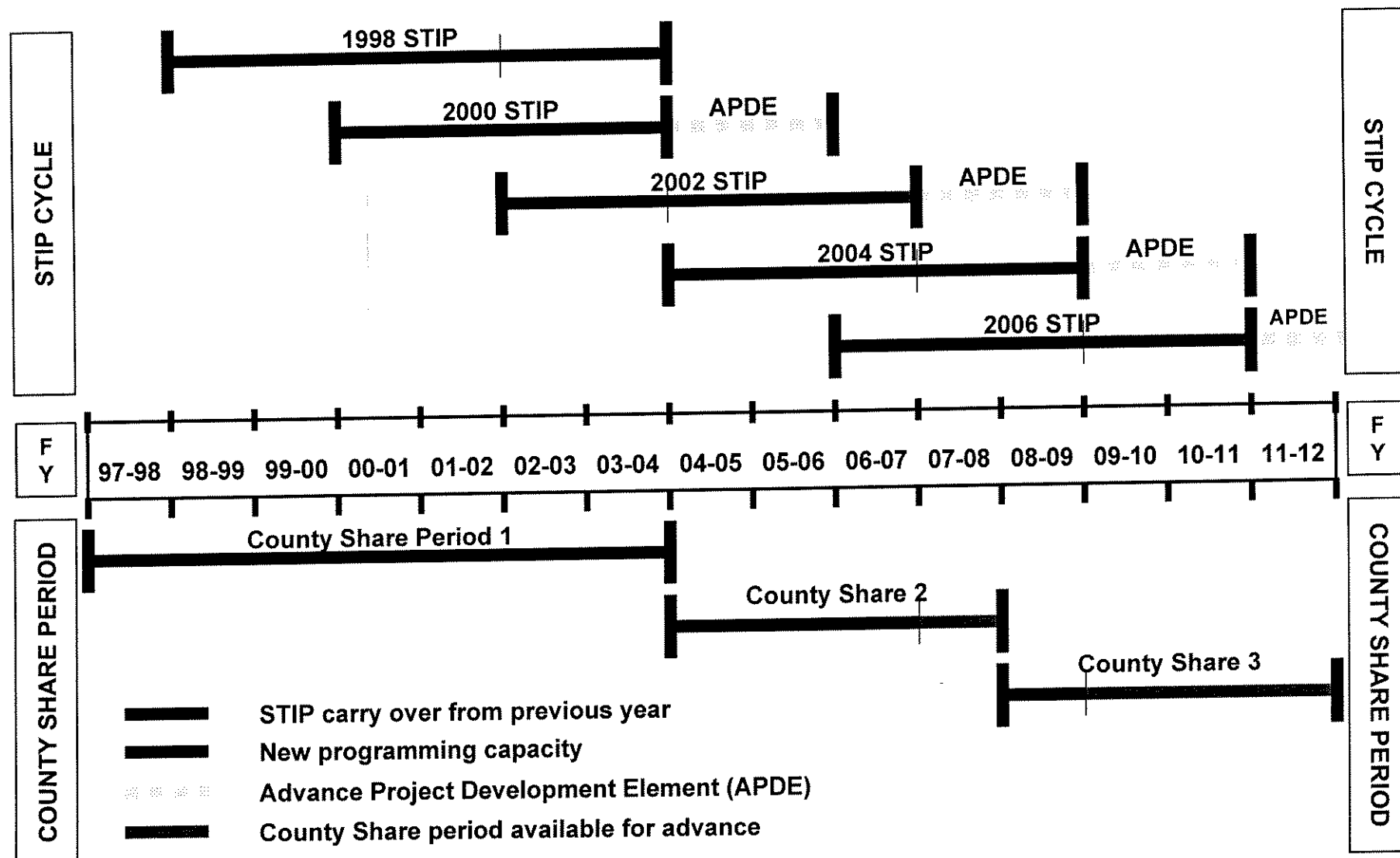
Because of this uncertainty, staff is recommending the following principles for the development of the 2006 STIP list:

Principles for Development of 2006 STIP List

- The CMA's initial efforts in the development of the 2006 STIP will focus on evaluation of the currently programmed projects.
- All sponsors will be required to provide the CMA with updated cost, scope and schedule information for currently programmed STIP projects.
- While it is not anticipated that any new programming capacity will be available, the CMA will accept applications for new projects in the event that additional programming capacity becomes available. Bid targets for all eligible agencies will be developed based on an estimate of two years of additional programming capacity – approximately \$60 million.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and all STIP programming requirements.
- Priority for new funding will be given to components of projects that are currently programmed in the STIP and/or CMA TIP, the five High Priority Projects listed in the Countywide Transportation Plan, and the Mission i-880 Interchange Phase IB project consistent with CMA Resolution 03-5 (revised).
- The following criteria will be used for any prioritization required for existing STIP projects or for the programming of any new funds.
 - Highest priority to projects with design complete that can go to construction in the next 12 months
 - For the remaining projects, strike a balance between funding for construction and project development, considering the following issues:
 - ✓ How far along is project development? – Highest priority to projects that are closest to capital expenditure – construction or ROW
 - ✓ Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of these funds?
 - ✓ Can the project be phased?
 - ✓ Are there special considerations or timing constraints such as the need to preserve ROW or matching of other funds?
 - ✓ Priority consistent to CMA Board identified priority projects
 - ✓ Equity (geographic, sponsor, modal)

2006 STIP Proposed Schedule			
		CMA	MTC/CTC
May		ACTAC review draft 2006 STIP Strategy and Guidelines	CTC - Fund Estimate Assumptions adopted
June		CMA Release Call for Information for Existing STIP Projects	
		CMA approve 2006 STIP Strategy and guidelines	
July		Project Information For Existing Projects Submitted to CMA	Draft Fund Estimate reviewed by the CTC
		CMA Release Call for Projects for New Projects (dependent on Fund Estimate released by CTC in July)	MTC Approves RTIP Policies
August		NO CMA MEETINGS	CTC adopts Fund Estimate
		Project Information for New Projects Submitted to CMA (dependent upon CTC Fund Estimate)	
September		CMA Submits Draft Fact/Fund Sheets to MTC	
		Draft RTIP to CMA Board (9/22)	MTC Requests RTIPs (by 9/16)
October		CMA Submits Fact/Fund Sheets Revisions to MTC (10/5)	
			MTC circulates RTIP for public comment (10/14 - 11/15)
		CMA Board Approve Final RTIP (10/27)	
November			MTC approves RTIP (11/16)
December			RTIP Due to CTC (12/15)

STIP Cycle / County Share Period



Source: MTC, July 2001

Alameda County - 2004 STIP - RIP

			\$ x 1,000					
Sponsor	PPNo.	Project	Amount Programmed	Prior	FY 05/06	FY 06/07	FY 07/08	FY 08/09
ALAMEDA RIP Funds								
AC Transit	2009C	Berkeley/Oakland/San Leandro Corridor	2,700			2,700		
AC Transit	2009D	Bus Component Rehabilitation	4,500				4,500	
AC Transit	2009B	SATCOM Expansion	1,000				1,000	
AC Transit	2009A	Transit Maintenance Facilities	3,705				3,705	
ACTA	0016R	I-880/Rte 262 HOV (AB 3090 reimbursement project under construction)	11,800		11,800			
Ala. County	2009L	Vasco Road Safety Improvements	1,400					1,400
Alameda	2009N	Tinker Avenue Extension	4,000					4,000
BART	2009F	Lake Merritt Channel Subway	2,000				2,000	
BART	2103	Oakland Airport Connector	23,000					23,000
BART	2009G	Stations Platform Edge Tiles	1,248				1,248	
Caltrans	0016Q	I-880/Rte 262 HOV (AB 3090 reimbursement project under construction)	25,037			25,037		
Caltrans	0096A	I-238 NB Widening	29,059			29,059		
Caltrans	0139B	I-580 Soundwall San Leandro	5,280		130		5,150	
Caltrans	117	I-580 WB Soundwall Livermore	1,009			1,009		
Caltrans	0069N	I-80 Aquatic Park Soundwall	2,986					2,986
Caltrans	A0157D	I-680 - Sunol Grade Southbound HOV Lane Phase 3	7,246				7,246	
Caltrans	0016S	I-880/Route 262 Landscaping	3,640				3,640	
Caltrans	0081D	Route 84 New 4-Lane Expressway	10,000					10,000
Caltrans	1017	Route 84 WB HOV Lane Extension	280		280			
Caltrans	1018	Route 84 WB HOV On-Ramp	280		280			
Emeryville	2009M	Mandela Parkway Extension Ph II	1,900			1,900		
Emeryville	2020	Emeryville Intermodal Transfer Station	2,110					2,110
LAVTA	2009K	Satellite Bus Operating Facility	4,000					4,000
Oakland	1022	I-880 42nd Ave./High St. Access	3,130				3,130	
Union City	2110	Union City Intermodal	7,007		720		4,004	2,283
Programmed Totals			158,317	0	13,210	59,705	35,623	49,779
TE Funds								
Union City	2110	Union City Intermodal	5,307		5,307			
Programmed Totals			5,307		5,307	0	0	0

This page intentionally left blank.



June 3, 2005

PPC Agenda Item 3.3
Meeting Date: June 13, 2005

Frank R. Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway Suite 220
Oakland, CA 94612

**Subject: CMA Exchange Projects
Quarterly Status Report
May 2005**

Dear Mr. Furger:

Enclosed is the Quarterly Status Report for the CMA Exchange projects dated May 2005. The report lists the 13 exchange arrangements expected to yield the revenues that fund the projects programmed in the CMA TIP.

The information presented in the report is based on the information made available to the project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

If you have any questions regarding the enclosed report, please contact me at (510) 836-2560 ext. 23.

Sincerely,
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien
Enc.

CMA Exchange Projects Quarterly Status Report
May 2005

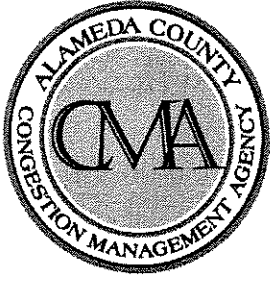
PPC Agenda Item 3.3
 Meeting Date: June 13, 2005

Index	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 5/31/05)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,500	\$ 20,182,514	\$ -	Done	E	
2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000		\$ 4,000,000	12/31/05	D	
3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000		\$ 4,500,000	12/31/08	D	
4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
5	Berkeley	Street Resurfacing	STP	\$ 275,000		\$ 275,000	12/31/07	N	
6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
7	Fremont	Street Rehab	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
8	Fremont	Street Resurfacing	STP	\$ 858,000		\$ 858,000	12/31/06	N	
9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,422,881	\$ 177,119	12/31/05	E	
10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
11	Union City	UC Intermodal Station (Exch 1)	STIP-TE	\$ 2,727,000		\$ 2,727,000	12/31/06	N	
12	Union City	UC Intermodal Station (Exch 2)	STIP-RIP	\$ 2,283,000		\$ 2,283,000	12/31/09	N	
13	Union City	UC Intermodal Station (Exch 3)	STIP-RIP	\$ 4,004,000		\$ 4,004,000	12/31/08	N	
Totals:				\$ 57,706,400	\$ 38,882,295	\$ 18,824,119			

Notes:

- ¹ E = Agreement Executed
- A = Agreement Amendment in Process
- D = Agreement in Draft Form
- N = Agreement Not Initiated

Prepared by Advance Project Delivery Inc.



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*Agenda Item 3.4
June 13, 2005*

Memorandum

DATE: June 06, 2005

TO: Plans and Programs Committee

FROM: Cyrus Minoofar, Principal Transportation Engineer *CM*

SUBJECT: East Bay SMART Corridors Program:
Transportation Fund for Clean Air (TFCA) -Submittal of Grant Application for
the Regional Program

Action Requested:

It is requested that the CMA Board approve Resolution 05-14 authorizing the Executive Director to submit applications for three projects related to the SMART Corridors program to the Bay Area Air Quality Management District in the Transportation Fund for Clean Air (TFCA) Regional program. The applications are due on June 30, 2005 and require a Resolution of Support from the Lead Agency.

Discussion:

The East Bay SMART Corridors Program is a partnership of 25 public agencies working together to better manage significant transportation corridors in the Alameda and Contra Costa Counties. The Program started with the I-80 (San Pablo Avenue), and I-880 (Hesperian/E 14th/International) corridors. The Program goals are to increase operational efficiency and safety for the corridors. The solutions include traditional traffic engineering strategies as well as projects to improve transit operations and effective incident management.

The success of the original corridors has resulted in an expansion of the Program into new corridors such as E 14th/Telegraph Rapid Bus corridor as well as Grand/MacArthur Corridor. The new corridors are in various state of development. However, they would be deployed respectively in 2006 and 2007.

Based on discussions with the participating agencies and in accordance with the needs of the Program, staff is requesting authorizations from the CMA Board to submit three (3) grant applications for the Regional (competitive) program. The deadline for the submittal of the applications is June 30, 2005. As the Bay Area Air Quality Management District (BAAQMD) requires a Resolution of support from the Lead Agency to accompany the applications, Staff is requesting approval of such resolution in June.

CMA Staff is coordinating the work with the staff of participating agencies mostly benefiting from the potential projects. The coordination is necessary to estimate the scope, costs, and requirements to allow preparation of the application packages by the CMA Staff. It is estimated that each project would cost about \$300 to \$500K.

The Following applications on behalf of the Participating Agencies would be submitted upon approval by the CMA Board:

1. East Bay Incident Management System:

Given that 40% to 60% of congestion is attributed to incidents, this project would improve response time, safety of the first responders and public. If granted, the funds would be matched with other potential funds earmarked by U.S. Congress for similar purpose. The Incident Management subcommittee has been involved with the implementation of the various elements within the East Bay SMART Corridors Program.

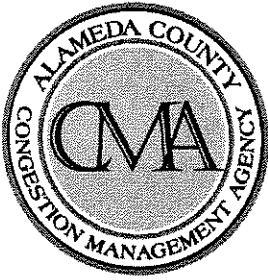
2. NETBUS:

The NETBUS is a pilot project to provide email and Internet connectivity on Trans-Bay transit buses destined for the San Francisco Financial District. The wireless Internet connections could be provided by the transit operators in a cost-effective manner. It is expected that such amenities could increase productivity of the customers and could yield increased ridership. The wireless "Hotspots" are increasingly popular with the mobile professionals and students.

3. Transit Signal Priority (TSP) on Grand/MacArthur:

CMA, AC Transit, and the City of Oakland have already started the work on the Grand/MacArthur corridor to improve transit and traffic operations. In 2004, CMA and AC Transit secured a similar 60% TFCA grant for another portion of this corridor. The proposed grant application would complement a project by the City of Oakland on MacArthur between 35th Avenue and High Street. The proposed work would update the traffic signal control system of the six (6) intersections and install traffic signal interconnect cable in newly-installed conduits. The project would also install Transit Signal Priority (TSP) system along the project limits.

It is requested that the CMA Board approve Resolution 05-14 authorizing the Executive Director to submit applications for three projects related to the SMART Corridors program to the Bay Area Air Quality Management District in the Transportation Fund for Clean Air (TFCA) Regional program. The applications are due on June 30, 2005 and require a Resolution of Support from the Lead Agency.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 05-14**

**TRANSPORTATION FOR CLEAN AIR FUND (TFCA)
EAST BAY SMART CORRIDORS PROGRAM
EAST BAY INCIDENT MANAGEMENT SYSTEM, NETBUS, AND
TRANSIT SIGNAL PRIORITY (TSP) ON GRAND/MACARTHUR**

WHEREAS, pursuant to the rules and regulations that have been adopted by the Bay Area Air Quality Management District (BAAQMD), an eligible claimant, wishing to receive allocations from Transportation for Clear Air Fund (TFCA) 60% funds shall file its application with the BAAQMD; AND

WHEREAS, as a public agency, the CMA is eligible to submit project or programs for TFCA 60% funds; and

WHEREAS, the CMA has identified the East Bay Incident Management System, NETBUS, and Transit Signal Priority (TSP) On Grand/MacArthur to be eligible for funds,

NOW, THEREFORE BE IT RESOLVED, The Alameda County Congestion Management Agency Board Authorize the Executive Director to submit the appropriate applications to the BAAQMD to fund the East Bay Incident Management System, NETBUS and Transit Signal Priority (TSP) on Grand/MacArthur in the FY 2005/2006 Program; and

BE IT FURTHER RESOLVED, that the Alameda County Congestion Management Agency Board authorizes the Executive Director to execute the necessary fund transfer agreements with the Bay Area Air Quality Management District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board held on June 23, 2005 in Oakland, California, by the following vote:

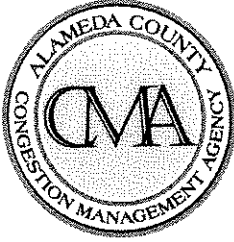
AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Larry Reid, Chairperson

ATTEST:

Christina Muller, Board Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*June 13, 2005
Agenda Item 4.1*

MEMORANDUM

Date: June 6, 2005
To: Plans and Programs Committee
From: Saravana Suthanthira, Associate Transportation Planner
Subject: 2005 CMP Update – Chapters 8 thru 10

Action Requested

The Committee is requested to review and recommend approval of the attached modifications to the 2003 Congestion Management Program affecting Chapters 8, 9 and 10. Chapter 7 Capital Improvement Program is being presented separately. A complete draft 2005 CMP document, including the chapter on Capital Improvement Program, will be scheduled for Board action in July 2005.

Next Steps

Draft Chapter 7 Capital Improvement Program will be presented to the Plans and Programs Committee in July pending the release of 2006 STIP fund estimate. The complete draft final document will be presented to the CMA Board in July. Upon approval of the draft document by the CMA Board, it will be submitted to MTC by July 31, 2005.

Discussion

The CMP is required to be updated every two years in odd-numbered years. The 2005 update began in January of this year. Based on the recommendations of ACTAC, Plans and Programs Committee and the CMA Board, changes to Chapters 2 and 3 were presented in May. Attached are modifications based on the recommendations to Chapters 8 thru 10 of the 2003 CMP. Additional editorial modifications were made to the CMP but were not substantive and are not therefore included in the packet. Modifications to Chapters 8 thru 10 are below:

Chapter 8: Conformance, Monitoring and Deficiency Plans

As recommended by ACTAC and Plans and Programs Committee, changes to LOS Monitoring process has been made by adding text indicating that all of the CMP roadway segments will be monitored during a.m. peak period and that it will be for information only.

Chapter 9: Database and Travel Model

This chapter has been modified to indicate that a major update to the countywide model is underway, and is scheduled to be completed in the summer 2006.

Chapter 10: Conclusions and Implementation Issues

Three additions are included in this chapter:

- The current model is based on Census 1990 and Projections 2002 of ABAG, and until the new model becomes available in the summer 2006, the current model will be used.
- The CMA will investigate and develop a process through reviews with ACTAC to transition from following the roadway standards based on HCM 1985 to HCM 2000.
- The schedule for review of the CMP Roadway system and criteria for adding new roadways has been updated to show that next review will be done in four years.

Comments from Plans and Programs Committee on Highway Capacity Manual Standards

PPC asked staff to find out the methodology for the relative speed being different between LOS F and LOS A for arterials compared to freeways in Highway Capacity Manual. For example, on highways with 60 mph Free Flow Speed, LOS A is at over 50 mph and LOS F condition occurs at below 30 mph, whereas on arterials with a Free Flow Speed of 27 mph, LOS A is at over 25 mph while LOS F occurs only at 7 mph or below. In other words, on highways, 50 percent reduction in speed can reduce the Level of Service from A to F, while on arterials for the same level of LOS change, it takes nearly 75 percent reduction in speed.

While there are several variables (driver behavior, accessibility etc.) that could attribute to the above difference, the key reason is the presence of signals on arterials. When the average speed on a particular segment is calculated, on arterials, it includes the time vehicles spent at the signals that has "zero" speed, which is not the case on freeways.

Roadway Level-of-Service Standards

The CMA currently monitors level-of-service standards. If the cities, county or Caltrans assume this responsibility, monitoring may be accomplished through a self-certification process involving the local jurisdictions and/or Caltrans and the CMA. In this event, the responsible agency will annually monitor the level of service on segments of the CMP-designated system under its jurisdiction. Where a segment falls within two or more jurisdictions, the jurisdiction responsible for monitoring the segment is the jurisdiction with the greatest segment mileage.

The jurisdiction must conduct a p.m. peak ~~period-hour~~ (4 p.m. to 6 p.m.) and a.m. peak period (7 a.m. to 9 a.m.) travel-speed sampling on a non-holiday Tuesday, Wednesday or Thursday and analyze level of service based on that data consistent with the methods for determining level of service outlined in the Chapter 3, Level-of-Service Standards. Studies on the impact of proposed development may supply some of the data (provided the sampling is done during the timeframes specified above), thereby reducing the need for data collection.

If the level of service is determined to be A, B or C for any year that is monitored, the monitoring frequency will then become every other monitoring period, until such time as the segment is found to operate at LOS D. Any segment determined to operate at LOS D, E, or F should then be monitored every study year.

If a segment not included in an infill opportunity zone is found to not meet the adopted level-of-service standards (see Chapter 3) in p.m. peak period, a deficiency plan must be prepared in accordance with CMP requirements. The a.m.

peak monitoring is for informational purposes only.

Performance Measures

Although there are no statutory requirements regulating performance element monitoring, the CMA intends to continue preparing a transportation performance report annually. The report will summarize current performance data, highlight any significant changes in performance and provide broad analyses of the results and any implications for policy and investment decisions made by the CMA.

DEFICIENCY PLANS

Deficiency plans provide a method for local governments to focus on areas where congestion problems are keeping system performance from meeting adopted standards. They provide an opportunity to analyze the causes of the problems and determine whether they can be fixed by local improvements or if it would be best to employ measures that will improve overall system efficiency and air quality.

Deficiency plans also provide local governments with the opportunity to give priority to system and non-capital mitigation methods to relieve congestion. The statutes specifically point to improved public transit service and facilities, improved non-motorized transportation facilities, high-occupancy vehicle facilities, parking cash-out programs and transportation control measures.

Table 18-19 summarizes the roadway or ramp segments that require or have required deficiency plans.

CHAPTER NINE

Database and Travel Model

Every congestion management agency, in consultation with the regional transportation planning agency (MTC in the Bay Area), cities, and the county, must develop a uniform database on traffic impacts for use in a countywide travel model.¹ The CMA must approve computer models used for subareas, including models used by local jurisdictions for land-use impact analysis. All models must be consistent with the modeling methodology and databases used by MTC.

The purpose of this requirement is to bring to the congestion management decision making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and transportation demand management programs, as well as projects that improve congestion on the CMP-designated system. The modeling requirement is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The Alameda countywide travel model is an essential tool to the CMP planning process. The Alameda County CMP is a forward-looking program, espousing a philosophy of early action, to prevent conditions from deteriorating. The model allows the CMA to anticipate the potential impacts of local land-development decisions on the Metropolitan Transportation System.

¹ California Government Code Section 65089(c)

DATABASE DEVELOPMENT

The database developed for use with the countywide travel model is based on data summarized in the *Projections 2002* report prepared by the ABAG. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, the CMA can produce projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities and for the four planning areas for Alameda County.

Note: Major model update, building a new model, is underway at the time of printing this report. Projections 2005 from ABAG will be incorporated in the new countywide model. Projections 2003, SMART Growth Forecast, developed by ABAG will be incorporated into the model when they become available in late 2003.

MODEL DEVELOPMENT

The framework established for the model encompasses the following four components:

- Trip generation (forecast of the number of trips by traffic analysis zone)
- Trip distribution (distribution of forecast trips between each traffic analysis zone)
- Modal split of inter-zonal trips (distribution of trips by mode within each traffic analysis zone)

Model Adequacy

The model has been thoroughly tested and validated for 1990 conditions. The testing and validation procedure compared forecast results from the model to observed traffic volumes and transit ridership data. The model will be further refined with the addition of updated land-use information and network characteristics that will be submitted periodically to the CMA by local jurisdictions as part of the land-development impact analysis process of the CMP. The CMA initiated a comprehensive update of the countywide travel model in 1995. With assistance from transit operators and local jurisdictions, the updated model was recalibrated to 1990 census information, and enhancements were added to the model to increase reliability of the forecasts. The 2000 census data are not yet available to update the model base year to 2000.

SUBAREA MODELS

The Tri Valley and the Tri Cities area (planning areas 3 and 4) have developed or are in the process of developing transportation models that are subsets of the countywide model. Neither is certified by the CMA at this time. The city of Hayward has completed the development of a sub-area model for use in Planning Area 2, and this subarea model was certified by the CMA in 1996. The subarea model will need to be recertified pending an update of the Planning Area 2 model land use to *Projections 2002*.

2004/05 MODEL UPDATE

The CMA is currently in the process of developing a new countywide travel demand model by building on the MTC's Regional Transportation Model by providing more detailed network and other details within Alameda County. This will ensure consistency

with the MTC model. The following are the other key elements of the model update:

- Update base year model from 1990 to 2000 and future forecast years to 2005, 2015, and 2030.
- Incorporate the most recent census and other land use and socioeconomic data
- Update existing and future road alignments and networks and consider developing a roadway network compatible with GIS or an aerial photographic base
- Update existing and future transit networks
- Update the Countywide mode choice models to encompass all trip purposes as well as TSM and ITS options to be consistent with MTC
- Address ways to better reflect the impact of Central Valley development
- Compile and document guidelines on how to use and maintain the model

The scheduled completion of the new model development is in the summer 2006.

will undergo a major update prompted by the 2000 Census. It is expected that the software will be changed to be consistent with MTC and some surrounding counties. The change will permit complete consistency with the basic assumptions of the regional model and conserve limited resources. The update is expected to begin in 2004. The current CMA validated model with updated network and demographic information was accepted by MTC. The CMA will use the validated model until such time as the development of the new model is completed by the CMA. The existing model is consistent with the MTC model as follows: general approach; demographic data; pricing assumptions; network assumptions; auto ownership assumptions; trip general; trip distribution; mode choice and traffic assignment. Specific details on each element are available at the CMA offices.

the CMA delegates future monitoring responsibilities to Caltrans.

The CMP law also recognizes that responsibility for sustaining level-of-service standards on local roadways and the state highway system should be shared between the local government where the roadway is found and other local jurisdictions which contribute significant a percentage of traffic. This change in state law recognizes that other jurisdictions may be partially responsible for the roadway exceeding the standards and that local government has little authority over the state highway system. Some exemptions, such as interregional trips, have been built into the current law, but these exemptions do not deal sufficiently with the problem. Corridor-level planning may offer the most reasonable approach to this multi-jurisdictional problem.

4. Potentially conflicting goals of the CMP and air quality programs

The CMP law is aimed at reducing congestion, while the air quality laws are directed at reducing vehicle emissions. These two goals can conflict. For example, staggered work hours and flextime can reduce peak-period congestion, but may result in essentially the same number of vehicle trips being made throughout the day. Congestion-related smog would be reduced, but not as much as if the vehicle trip were completely replaced by a walk or bicycle trip. Therefore, the CMA will need to work with the BAAQMD to identify strategies that accomplish both goals and then agree upon the applicability of other strategies to one or both of the goals.

5. Modification to the CMP network

The CMP network will be reviewed every four years, beginning with the 2003 CMP. Since it was reviewed in 2005, the next review will be done in 2009. Those additional roadways that meet the criteria for inclusion will be added. However, State law does not provide incentives to local jurisdictions to add roadways to the CMP network. In fact, there are significant disincentives to adding roadways that may in the future deteriorate to LOS F resulting in deficiency plan requirements and the risk to local jurisdictions of losing Proposition 111 gas tax funds.

6. Transportation revenue shortfalls

State and federal transportation funding continues to be inadequate to address both capital and transit operating costs. The shortfalls may jeopardize our ability to maintain and improve transportation levels of service. Worsening traffic congestion on the CMP-designated roadway system will trigger requirements for local jurisdictions to prepare and adopt deficiency plans, or risk losing Proposition 111 gas tax funds for local projects. The CMA, in cooperation with other transportation partners, will need to address this issue.

7. Land-use analysis program

The CMA will continue to improve the Land-Use Analysis Program to make it meaningful, but not resource-intensive. The results of the MTC-CMA Transportation and land use partnership will be amended into the CMP as appropriate.

8. CMP-designated routes

The following procedure and schedule for adding roadways to the CMP-designated system was developed by ACTAC in 2003. The jurisdictions will review their roadways systems for routes that may meet the "Criteria for Inclusion of Principal Arterials." For potential routes, each jurisdiction will conduct 24-hour traffic counts for a period including a Tuesday through Thursday of a typical week. Traffic counts should be taken around the first week in April 2004. The schedule for future updates is shown in Table 21.

9. Congestion pricing strategies

- The Alameda County CMA has secured federal funding to evaluate, plan and implement a "value-pricing" demonstration project in the I-680 Corridor. The study determined that a HOT lane is operationally, financially and physically feasible. The CMA Board has directed staff to pursue a 3-year pilot program for southbound I-680.
- Funding and authorizing authority are needed to implement the pilot project.
- State authorization was secured in September 2004 through AB2032. The legislation authorized a second HOT facility. The location has not yet been determined.
- free transits on Spare the Air days.
- off-peak transit fare discounts.
- parking ticket surcharge by the Alameda County jurisdictions, revenues to be used for transit.

10. Level of Service (LOS) F Standards

CMA will investigate the possibility of applying a range for LOS F on selected freeway segments of the CMP Road Network in the 2004 LOS Monitoring study.

10. Countywide Travel Demand Model

Current CMA model is based on Census 1990 and ABAG's Projections 2002. At the time of printing this report, developing a new model is underway based on MTC's regional transportation model. The new model is expected to be available for use by summer 2006. Until the new model becomes available the current model will be used.

11. Changing to follow HCM 2000

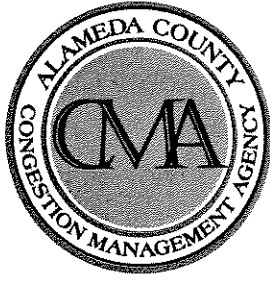
CMA will investigate and develop a process to transition from following Highway Capacity Manual (HCM) 1985 to HCM 2000. This will be done through reviews with ACTAC in summer 2006. It is expected that the change could have implications on Land Use Analysis Program, Level of Service Standards and Conformity Requirements.

Table 21 — Implementation Schedule

TASK	WHO	WHEN
Review Criteria for Adding Roadways	Jurisdictions	January 2005
Update Criteria in 2005 CMP	ACTAC/Board	June 2005
Identify Potential Routes	Jurisdictions	January 2007 ⁴
Review Routes	ACTAC/Board	February 2007 ⁴
Collect Traffic Data	Jurisdictions	March/April 2007 ⁴
Review Data	ACTAC/Board	May 2007 ⁴
Select CMP Designated Routes	ACTAC/Board	June 2007 ⁴
Incorporate Routes in 2007 ⁵ CMP	ACTAC/Board	June 2007
Review Criteria for Adding Roadways	Jurisdictions	January 2009
Update Criteria in 2009 CMP	ACTAC/Board	June 2009

Note: Criteria for adding roadways will be reviewed in one CMP update and the adopted criteria will be applied to identify potential routes in the subsequent CMP update.

In order to be in compliance with the CMP, each jurisdiction must submit potential CMP-designated routes to the CMA by June 30, 2007⁴. The identification of routes must be based on 24-hour counts taken in spring 2007⁴.



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*June 13, 2005
Agenda Item 4.2*

Date: June 6, 2005
To: Plans and Programs Committee
From: Diane Stark, Senior Transportation Planner
Subject: Lifeline Program

Action Requested

It is requested that the Board authorize CMA to submit notification to MTC that the Lifeline Transportation Program will be jointly administered by CMA and ACTIA and that CMA is interested and willing to administer the program consistent with MTC's Guiding Principles for County Lifeline Programs. A copy of MTC's Guiding Principles is attached. MTC has designated the CMAs and/or other countywide entities as administering agencies for the initial three years of the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas which have developed a Community Based or similar Transportation Plan. MTC will allocate \$4.1 million in Alameda over three years. ACTIA administers special transportation for senior and people with disabilities, many of whom are low income. CMA and ACTIA staff have initiated discussions to coordinate the administration of the program, with CMA administering capital funds and ACTIA administering operating funds. Staff will continue to develop a more detailed work program during the summer 2005.

Next Steps

The request will be scheduled for the CMA Board June 23, 2005. CMA staff will continue to meet with ACTIA to develop refined policies and an implementation plan for the Board to review in September 2005.

Discussion

On April 27, 2005, MTC approved Guiding Principles for the Lifeline Transportation Program. The Program allocates over \$200 million in new revenues to address mobility needs for residents of low-income communities over the Transportation 2030 Plan's 25 year horizon. See Attachment A for MTC Lifeline Guidelines.

The adopted guidelines include a three-year initial funding period (FY 2005/2006 through 2007/2008) in which the administration of the projects funded through this program would be at the county level. The guidelines designate the CMAs and/or another countywide entity as

administering agencies and require that the administering agencies submit notification to MTC identifying which agency or agencies will administer the program and affirming their intent to administer it consistent with MTC's guidelines.

Over a three year period, Alameda County is anticipated to receive \$4.1 million for Lifeline projects/programs. MTC's Guidelines state that funding for projects/programs identified through the Community Based Transportation Plans or other documented assessment of needs can come from the Lifeline Transportation funds.

In MTC's 2001 Lifeline Transportation Network Report, they identified four areas in Alameda County as low income with transportation gaps. These include: Ashland/Cherryland/South Hayward, West Oakland, East Oakland, and Berkeley/West Berkeley and Fruitvale/Alameda. The CMA has developed a Community Based Transportation Plan for the Ashland/Cherryland/South Hayward area and is in the process of hiring a consultant for a West Oakland Plan.

ACTIA administers special transportation funds for seniors and people with disabilities. Many seniors and people with disabilities are low-income. MTC's guidelines indicate that, "transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding new programs."

Because of the work ACTIA does with seniors and disabled throughout the County, staff at CMA and ACTIA have worked together to identify how the agencies could collaboratively implement this program in Alameda County. At this time, it is envisioned that CMA would administer the capital portion of the program and ACTIA would implement the program as it relates to seniors and disabled, with the possibility of working with AC Transit to leverage the Measure B funds allocated for Welfare to Work. Specific details will be worked out between both agencies and brought back to the Committee for approval.

Date: April 27, 2005
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 3699
Page 1 of 5

Lifeline Transportation Program Guideline

GUIDING PRINCIPLES FOR COUNTY LIFELINE PROGRAMS FY 2005-06 through FY 2007-08

Program Goals: The county programs are established to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan, or are otherwise based on a documented assessment of needs within the designated communities of concern. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects.

Program Administration: MTC recommends the Lifeline Program be administered by the Congestion Management Agencies (CMAs)¹ for a minimum of three years (FY 2005-06 through

¹ Alameda County Congestion Management Agency
Contra Costa County Congestion Management Agency
San Francisco County Transportation Authority
Marin County TAM
Napa County Transportation Planning Agency
San Mateo City-County Association of Governments
Santa Clara Valley Transportation Authority
Sonoma County Transportation Authority
Solano Transportation Authority

FY 2007-08). At a CMA's discretion, and with concurrence by MTC, a countywide entity other than or in addition to the CMA may administer the program. That entity must either be an eligible recipient of respective Lifeline Transportation fund sources, or capable of serving as fiscal agent to administer program funds, and otherwise meet program expectations as described in these program guidelines.

MTC requests receipt of written documentation no later than September 30, 2005 from the CMA governing board either agreeing to the terms outlined in the guidelines for administering the program, or identification of another countywide entity recommended to administer the program in lieu of the CMA. That countywide entity will likewise submit notification to MTC of its interest and willingness to administer the program consistent with these guidelines, for the Commission's consideration and approval. Absent this documentation, MTC will hold the county's lifeline funding in reserve until such time a local agreement is reached.

Prior to completion of the three-year period MTC, in consultation with CMAs or other project administrators and other program stakeholders, will conduct an evaluation to assess program results, and to recommend a long-term strategy for administration of the Lifeline Program.

All interim lifeline funds will be available for direct services, and not used to cover costs that may be incurred by the CMAs or other countywide agency in administering this program.

Multi-Year Programming: A one-time multi-year programming cycle will be conducted to select eligible lifeline transportation projects.

Competitive Process: For the county programs, funds must not be allocated by formula to sub-areas within the county. Projects must be selected consistent with the findings of a CBTP, countywide regional welfare-to-work plan or other documented assessment of needs within the designated communities of concern. Where plans have not been completed, projects will be selected through an open, competitive process in order to fund those projects that best exemplify the program principles and result in the greatest community benefit.

Grant Application: To ensure a streamlined application process for sponsors, a universal application form (or standard format and content for project proposals) will be developed jointly by MTC and CMA staff, but may be modified as appropriate by the CMAs or countywide administering agency for inclusion of county-specific grant requirements. The "call for projects" for the county programs should be coordinated as closely as possible.

Program Match: A local match of a minimum of 20% of the total program cost is required; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost. Project sponsors may use other local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the minimum 20% matching fund requirement. In addition, the required match can include other *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and

Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement, and in-kind costs associated with oversight of the project may also be considered to meet the match requirement.

Evaluation Criteria: Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Project Selection/Draft Program of Projects: The CMAs (or other countywide administering agency) shall provide an opportunity for outside interests and organizations (e.g., local department of social services, transit agencies and other transportation service providers, local community-based organizations, etc.) to assist in developing and/or to comment on a proposed list of projects to fund. A list of participants in the CBTP processes or other prior lifeline related activities will be provided to the project administrator for their consideration.

In funding projects, preference will be given to strategies emerging from the local CBTP process, if completed, or from a countywide regional welfare-to-work or other documented assessment of need within the designated communities of concern. Regional lifeline funds should not supplant or replace existing sources of funds. Lifeline funds may be used for either capital or operating purposes. Eligible operating projects, consistent with requirements of funding sources, may include (but are not necessarily limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's programs, taxi voucher programs, improved access to autos, etc. Inter-county projects may also be funded, if two or more counties wish to jointly plan for and fund such a project. CMA or countywide administering agency will consider the project sponsor's ability to sustain ongoing funding beyond the initial grant funding.

Capital projects that do not require ongoing funding are encouraged. Examples of eligible capital projects include (but are not necessarily limited to) purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding new programs.

Funding: Funding amounts will be assigned to each county, based on the distribution outlined in Table A. MTC will confirm project/applicant eligibility, and assign appropriate fund source for each project. If CMAQ (or JARC) funds are used, MTC will program the project into the TIP. If STA funds are used, MTC will either allocate funds directly to transit agency or other eligible entity, as applicable, or will enter into a funding agreement with the CMA or other countywide administering entity for transfer of the funds to the project sponsor through a funding agreement. Projects funded must meet the eligibility requirements of the respective source of funds.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a “use it or lose it” policy. Should there be a balance of non-programmed lifeline funds from a county’s fund share after conducting the call for project/project selection process, an equivalent amount of funds would be reserved for the respective county for reprogramming to other Lifeline related investments at a future date.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and funding match and obligation deadlines.

Project Oversight: The CMAs or equivalent countywide agency will be responsible for oversight of projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, the CMA or other administering entity will ensure, at a minimum, that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

CMAs or other program administrators are responsible for programmatic and fiscal oversight of new lifeline projects. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the program projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Program Evaluation: MTC, in consultation with CMAs or other countywide program administrator will conduct a program evaluation to report on the results of the program, and to recommend future funding and programmatic oversight for the \$216 million dedicated to the program as part of the Transportation 2030 Plan. The cost to administer the program will be considered as part of the program evaluation to be conducted upon completion of the three-year cycle.

TABLE A			
County	% Bay Area poverty population*	Estimated (minimal) funding FY 2005-06 through FY 2007-08**	
		Annual	3 Year
Alameda	27.4%	1,370,000	4,110,000
Contra Costa	12.5%	625,000	1,875,000
Marin	2.7%	135,000	405,000
Napa	1.7%	85,000	255,000
San Francisco	15.1%	755,000	2,265,000
San Mateo	7.1%	355,000	1,065,000
Santa Clara	21.7%	1,085,000	3,255,000
Solano	5.5%	275,000	825,000
Sonoma	6.3%	315,000	945,000
TOTAL	100%	\$5,000,000	\$15,000,000

* Based on federal poverty levels reported in 2000 US Census data

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 13, 2005

Item Number 4b

Resolution Nos. 3536, Revised, 3547, Revised, 3615, Revised, 3625, Revised and 3699

Subject: Lifeline Transportation Funding Augmentation and Program Guidelines.

Background: In February 2005 the Commission adopted the Transportation 2030 Plan, which commits new revenues of up to \$216 million over the plan's horizon to address mobility needs for residents of low-income communities. The Plan also included a number of Calls for Action, which together establish a work plan to further advance planning and funding initiatives specific to lifeline services.

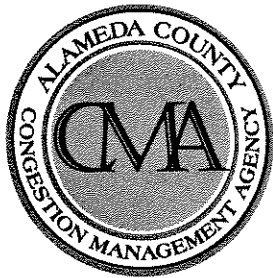
The new funding is assumed as a combination of federal Job Access and Reverse Commute (JARC) funds and State Transit Assistance (STA) funds generated through Proposition 42. Unfortunately, the Proposition 42 funds are not expected to be available until FY 2008-09, at the earliest. In the interim, MTC staff has identified \$15 million in Regional Discretionary STA and federal Congestion Mitigation Air Quality (CMAQ) funds to accelerate Lifeline Program funding and serve as a "bridge" over the next three years until the Proposition 42 funds become available.

Staff proposes to subvene the Lifeline funds by formula to each county and that Congestion Management Agencies (CMAs) assume a lead role for administering the program in their respective counties, or designate another countywide entity that could otherwise serve in this capacity. The attached program guidelines describe the process and criteria by which the Lifeline Transportation Program would be administered, and a process by which eligible grantees can apply for and receive Lifeline Transportation funding for the three-year period, FY 2005-06 through FY 2007-08.

Recommendation: 1) Approve Lifeline Program Guidelines: Refer MTC Resolution No. 3699 to the Commission for approval.

2) Approve changes to First and Second Cycle STP/CMAQ programs to shift CMAQ funds to the Lifeline Program: Refer MTC Resolutions 3536, Revised; 3547, Revised; 3615, Revised; and 3625, Revised to the Commission for approval.

Attachments: Executive Director's Memorandum
MTC Resolution Nos. 3536, Revised, 3547, Revised, 3615, Revised, 3625, Revised, and 3699



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*June 13, 2005
Agenda Item 4.3*

Date: June 6, 2005
To: Plans and Programs Committee
From: Diane Stark, Senior Transportation Planner
Subject: Dynamic Ridesharing

Action Requested

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies and transitioning the call center operations to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. It is requested that the Board approve programming of an additional \$42,000 for consultant services for Phase 1 of the Dynamic Ridesharing pilot project. The additional \$42,000 consists of \$33,600 federal funds, which are available from FHWA for this project and \$8,400 for the local match from the CMA TIP.

Next Steps

The request will be scheduled for the Board June 23, 2005.

Discussion

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project.

The total funds for Dynamic Ridesharing are \$495,000 with a 20% match required. On December 9, 2002, the Board approved \$95,000 to hire consultants to implement Phase 1 of the project. CMA issued a Request for Proposals in 2003 and only received one application, which was rejected because it was unresponsive. After hiring a consultant to re-evaluate the site location for Phase 1 of the project, CMA reissued a Request for Qualifications and determined that the consultants for Phase 1 would require \$20,000

more funding than initially estimated. The Board approved the additional \$20,000 for the consultant budget on July 22, 2004.

Consultants began work in 2004 and the Dynamic Ridesharing Pilot Project is now nearing implementation. A launch date is anticipated summer 2005. The pilot project is expected to be complete by January 2006, which will be followed by an evaluation of the program.

As a pilot program, there have been a number of delays and implementation issues to be resolved that were not anticipated in the original scope of work for the Dynamic Ridesharing Pilot Project.

Because of this, the Committee is requested to recommend that the Board approve an additional \$42,000 to implement and complete the Pilot Project. The total budget would be \$173,700 and breaks down as follows:

	Budget approved July 2004	Supplemental Budget 2005	Total Budget
Project Management	\$16,700	\$9,000	\$25,700
Nelson\Nygaard	\$115,000	\$33,000 (1)	\$148,000
Total	\$131,700	\$42,000	\$173,700
Notes: (1) \$33,000 includes \$7,800 for all call center operations, which will be operated by PB and paid to MTC.			

Increasing the Phase 1 project budget would require \$33,600 from FHWA funds, which is available in the FHWA budget, in addition to a 20 percent match of \$8,400 from CMA.

The justification for the additional work is described in Nelson\Nygaard's attached budget amendment, and is attributable to the following:

- Additional work coordinating with multi-agencies. This includes resolving technical issues to secure BART permits and modify the design and installation of the kiosk and related equipment; resolving parking logistics issues such as monitoring, enforcement and overflow with BART and local jurisdictions; and resolving guaranteed ride home/taxi issues with BART and local jurisdictions.
- Additional marketing caused by delays that resulted in the need for distributing additional marketing materials.
- Establishing a new call center location due to Rides closing business on June 30, 2005. This includes negotiating with MTC to assume the Pilot Project call center activities under Regional Rideshare program with the new vendor and moving equipment to the new call center location.
- Additional meetings and preparation time for consultant team and project manager.

MEMORANDUM

To: Beth Walukas and Diane Stark

From: Linda Rhine

Date: May 25, 2005

Subject: **Dynamic Ridesharing Project**

This memorandum outlines the issues and schedule delays that have impacted the Dynamic Ridesharing project and budget. From the outset, our team expected challenges with this demonstration project because it is the nature of pilot projects. However, there have been some exceptional challenges that were not anticipated and have had major project impacts. Nevertheless, much has been accomplished with the support of a committed ACCMA Project Manager and a very enthusiastic Task Force who have provided invaluable guidance.

The first section of this memorandum presents each major task and summarizes accomplishments as well as the difficulties and hurdles faced in accomplishing them. Figure 1 attached to this memorandum shows the original project budget by task, actual expenditures and variances. This information is presented separately for Nelson\Nygaard and RIDES and Dan Kirshner. The figure also shows a summary table with our original \$115,000 budget, expenditures *through March 31, 2005* and the remaining project budget of \$31,195. With this remaining budget, we could finalize all logistics for a launch on July 1 and operate the demonstration for a one-month period.

Listed below are the six areas in which we exceeded our work scope:

1. Technical requirements – securing BART permit and design and installation of kiosk and related equipment
2. More extensive marketing materials – including originally designed website, 2nd and 3rd round of marketing publications and distribution
3. Parking logistics – including parking enforcement, mechanism for offering parking privileges to participants and overflow parking
4. Guaranteed Ride Home – the logistics of pick-up locations, taxi contract agreement and coordination with BART
5. Schedule delays – resulting in more coordination and communication with ACCMA Project Manager, the Task Force, team members and participants.
6. Coordinate Transfer of Rides functions – transitioning tasks from RIDES to other entities with the announcement of RIDES closing operations effective June 30, 2005.

The following section presents these areas in further detail by the major work task categories.

The second section presents a proposed budget supplement to enter full operations of RideNow for a period of six months, assuming a July 1, 2005 start-up. It outlines three major work elements and detailed tasks that were not included in the initial work scope. These are supplemental tasks that will be required to finalize details prior to implementation; tasks associated with operating the Call Center and related tasks for ongoing program management and operations. Figure 2 presents the proposed budgeted hours by staff and estimated cost for each task. We have projected a supplemental budget of \$33,004 will be required for a six month RideNow demonstration.

Existing Workscape

Baseline Conditions

- This task is complete. There were no major issues associated with this task.

Implementation Plan

- **Technical Implementation Plan** – Developing the technical implementation plan was prepared with all of the tasks required to implement the technical requirements of the project along with a detailed schedule. However, soon after the details were put in place, it was learned that the original space intended to house the computer monitor at the Dublin/Pleasanton BART station would not be workable within a reasonable timeframe. Several on-site visits were required along with numerous communications with BART personnel to determine that a portable kiosk was the optimal approach. The kiosk was purchased with project funds. Applying for and ultimately receiving a permit for the kiosk at the BART station took an extraordinary effort and resulted in significant overage in hours. Installation of the kiosk, telephone and DSL lines also required much more effort than anticipated. As a result, this subtask resulted in budget overruns. It was intended that there would be remaining funds in this subtask available for ongoing trouble shooting during operations. Since funds were over expended for this purpose, additional funds are needed to provide ongoing technical support during the demonstration period.
- **Marketing Implementation Plan** – A Marketing Plan was developed and supported by the Task Force. It outlined several different marketing strategies for publicizing the program and recruiting participants. A project name and logo were developed and a series of marketing pieces, publications and other strategies have been successfully implemented. Because of project implementation delays, several pieces had to be revised with updated dates, coordinated with BART and other steps to accommodate project delay. The major task that was not anticipated in the original budget that the team performed was development of a project website. It was assumed that Dan Kirshner's website with some minimal enhancements could be used for this project. However, the Task Force advised the team that a new and improved website was desirable. The consulting team developed a project website that was extensively reviewed, revised and is now "live". It has been very well received by the Task Force and is already used by some of the participants. One more revision is anticipated before program start-up.
- **Operations Plan** – This plan has undergone several revisions and is now considered a "Dynamic Document". It outlines the process and procedures for the Call Center,

training of personnel who will serve “front line” positions, parking logistics and the Guaranteed Ride Home (GRH). The two major areas that have required a significant amount of time are parking and Guaranteed Ride Home (GRH). Parking issues relate to parking enforcement, overflow parking spaces, and a decision to use parking credits to determine eligibility for RideNow designated parking spaces. The GRH arrangement for taxi service has also required a much higher level of effort than anticipated because of the sensitivity with pick-up locations at the station. These two issues are still not resolved.

- Monitoring and Evaluation Plan – The team prepared “Measures of Effectiveness” which outlined the various program evaluation elements. It was presented to the Task Force in the Fall 2004 and revised and finalized at subsequent meetings. This included development of “before” and “after surveys”.

Pre-Operations

- Many of the tasks related to implementation planning carried over into pre-operations. The major problems associated with the delay in securing the permit from BART and kiosk installation had “spillover” impacts on other tasks including pre-operations, setting up and testing software systems and the need for ongoing and extensive coordination with BART and other agencies.
- The technical delays obviously meant an initial March 1, 2005 implementation date was postponed. Ongoing and supplemental communication with all of the RideNow participants involved more time and resources that had been anticipated.
- While some “tweaks” to the software was expected, ongoing feedback from the Task Force meant that some additional adjustments were necessary to make the program potentially more attractive and manageable from an administrative perspective. This included modifications to instructions about waiting for next train, taxi pick-ups and other miscellaneous details.
- As the Project Manager, I have needed to devote more time to the project to oversee work of team members, coordinate with other agencies including BART, ACCMA, and participant cities as well as Task Force members. Now that RIDES has announced it will be closing down its operations effective June 30, 2005, it has meant more of my attention for transitional planning.

Full Operations

- Task not yet initiated.

Evaluation

- Task not yet initiated. Resources are reserved for program evaluation.

Meetings and Presentations

- Monthly Task Force meetings, periodic team meetings and meetings with outside agencies were assumed in the project budget. However, the number of meetings with BART personnel to handle logistical considerations with respect to the permit, kiosk and implementation of marketing materials was not anticipated.

Supplemental Work scope

Based on our nine months experience with this pilot project, and our understanding and knowledge of its complexities, we have identified supplemental tasks and a corresponding budget to ensure the resources are available and the project can be successfully implemented, monitored and evaluated.

Steps Prior To Implementation (\$7,272)

- There are a series of steps that must be accomplished prior to implementing the pilot project. Some of these tasks have already required significant time commitments and will require additional time to ensure a smooth implementation period. For example, the orientation materials were formatted and "approved" at the last Task Force meeting, yet they now need to be modified based on updated parking and GRH procedures after they are finalized. Because of project delays, we anticipate the need for supplemental orientations as additional participants join the program. The NN Project Manager in consultation with the ACCMA Project Manager will perform most of the tasks.

Full Operations for 6 Months (\$4,448)

- The original budget had allocated \$23,500 for full operation with most of the funds budgeted for the Call Center. Now that RIDES is closing its business on June 30, 2005, the Call Center function had to be shifted to a new location. PB is taking over this function at lower billing rates. The Call Center operations are now presented as a direct cost in the supplement budget and includes additional tasks associated with this function such as parking enforcement, enhanced monitoring and tracking calls, (based on measures of effectiveness adopted by the Task Force) technical oversight and trouble-shooting, and re-training of Call Center personnel to train PB staff.

Meetings and Presentations (\$4,960)

- Our current contract expires on August 31, 2005. By extending the project six months, it assumes preparation for and attendance at additional Task Force meetings. Meetings with other agencies and periodic team meetings would also occur during this six-month project extension.

Supplemental Marketing Activities (\$1,960)

- Because of the delays in project implementation and potentially extending the program through the summer months, we believe supplemental marketing would be valuable especially if targeted geographically within close proximity to participants.

BART Station Parking Oversight (\$1,960)

- This is a BART requested task to ensure that during the first week of operations, parking at the station goes smoothly. Personnel will be hired and trained to supervise at the station to make sure RideNow participants park in the correct parking spaces and direct patrons to "spillover" parking should it become available for this project. They will also answer questions about the project.

RIDES Transition (\$1,404)

- This is a new task to deal with transitioning RIDES functions to a new agency. It is anticipated that Call Center and related tasks will be handled by the successor 511 firm (PB Consulting) and that Nelson\Nygaard will assume other tasks.

Summary

Listed below is a summary recap of our remaining budget and our proposed supplemental budget for the project extending through February 28, 2006. Please note that Call Center costs are estimated at \$7800.

Dynamic Ridesharing	
Remaining Budget and Supplemental Budget	
Planning and Operations for 6 months	\$33,004.00
Remaining Budget	\$31,194.65
Budget for May 1, 2005 through February 28, 2006	\$64,198.65

While this has been a very challenging project, I feel we have made significant progress and have moved the project forward in a very positive manner. Despite all of the hurdles we have encountered, we are committed to this effort and would very much like the project to proceed. With these objectives in mind, our proposed supplemental budget should enable us to have the necessary resources to effectively implement, monitor and evaluate the pilot and provide meaningful "lessons learned" for future endeavors with dynamic ridesharing.

I would be pleased to review the budget status and proposed supplemental work scope and budget with you in further detail.

Figure 2

Dynamic Ridesharing Supplemental Budget: July 1, 2005 Through December 31, 2005

	Nelson\Nygaard				RIDES or Successor Firm		Total Labor Cost
	Rhine	Fox	Office Support	Field Crew	Bakar (RIDES)	IT	
	\$130.00	\$80.00	\$72.00	\$36.00	\$90.00	\$100.00	
Tasks (1)							
Steps Prior to Full Operations							\$840
Communication with Participants	4	4					\$1,648
Finalize Orientation Materials	8	4	4				\$1,040
Conduct On-Site Orientations	8						\$808
Finalize Taxi Arrangements	4		4				\$1,096
Finalize Parking Logistics	4		8			8	\$800
Update website							
Call Center Re-Training (due to transition)	8						\$1,040
Subtotal	36	8	16	0	0	8	\$7,272
Full Operations							
Coordinate with BART on Parking Enforcement	4		4				\$808
Monitoring/Tracking Calls							\$0
Ongoing Technical Support/Trouble Shooting						24	\$2,400
Taxi Administration (Individual reimbursements for taxi rides)	4		10				\$1,240
Subtotal	8	0	14	0	0	24	\$4,448
BART Station Parking Oversight (1)							\$1,960
Field Crew On-Site Supervision	4			40			
RIDES Transition							
Coordinate Transition of Call Center and other RIDES functions	6	6	2				\$1,404
Meetings and Presentations							\$2,600
Additional Task Force Meetings	20						\$780
Additional Team Meetings	6					8	\$1,580
Additional Agency Meetings	6						
Subtotal	32	0	0		0	8	\$4,960

budget May 25-05
new budget

Supplemental Marketing							
Flyers to residential complexes and HOAs and written articles	4				16		\$1,960
<i>Total Hours</i>	90	14	32	40	16	40	
<i>Total Cost</i>	\$11,700	\$1,120	\$2,304	\$1,440	\$1,440	\$4,000	\$22,004
Direct Costs							\$1,000
Printing/Reproduction							\$400
Travel							\$1,800
Communication (2)							\$7,800
Call Center (3)							\$33,004
TOTAL COST							

1) Field crew retained to supervise at D/P BART Station during first week of operation. Assumes six hours/day for first week.

2 Includes one-time transfer costs for telephone from RIDES site to new location and monthly telephone line costs.

3) Call Center costs consist of 206 hours at \$38/hour = \$7800.

**Dynamic Ridesharing Scope of Work and Budget Amendment
For Project Management/Beth Walukas**

Task	Comments	Hours	Cost	Task Complete?
Proposal Review and Consultant Selection	This includes pre-bid work and selecting the consultant	23	\$2,300	Yes
Develop and Refine Scope of Work	This involves working with the selected firms to produce an acceptable scope of services and making sure the ACCMA and other partners feel comfortable with it.	10.5	\$1,050	Yes
Define Baseline Conditions	This task may have already been completed, but it will involve getting final buy off on the station and station characteristics.	12.5	\$1,250	Yes
Develop Implementation Plan	This will be critical and will involve getting agreements from the partners on the consultants plan.	32	\$3,200	Yes
Implement Program	This will primarily involve monitoring the consultants work and keeping the ACCMA and partners apprised the implementation and trouble shooting any bugs.	67	\$2,000	July 2005 – January 2006
Evaluation	This will consist of developing Measures of Effectiveness and defining what the before/after study will look like.	20	\$3,000	July 2005 – January 2006
Report Review	This assumes review of all reports.	20	\$2,000	February 2006
Agenda Preparation and Meetings	This assumes attendance and presentation at 12 Task Force meetings and four ACCMA Committee meeting (i.e., ACTAC, PPC).	70	\$4,000	On-going
Other costs	Phone Copying		\$100 \$100	
Total		255 (1)	\$25,700 (1)	
Notes: (1) Original hours and budget were 166 hours and \$16,700				